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# SENATE COMMITTEE ON EDUCATION

Senator Benjamin Allen, Chair

2017 - 2018 Regular

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**Bill No:** AB 1082 **Hearing Date:** July 12, 2017  
**Author:** Burke  
**Version:** May 9, 2017  
**Urgency:** No **Fiscal:** Yes  
**Consultant:** Ian Johnson

**Subject:** Transportation electrification: electric vehicle charging infrastructure: schools

## SUMMARY

This bill requires an electrical corporation to propose a program for the installation of electric charging stations at public or private school facilities, to be approved or modified by the California Public Utilities Commission (CPUC).

## BACKGROUND

Beginning in 2015, the California Building Code requires all new construction to be wired for Level 2 electric car charging stations. According to the Division of State Architect, the agency that approves all new construction or modernization plans for school facilities, regulations to require the electrical infrastructure of all new construction of schools to include capacity to support charging stations will be considered during the next update of regulations that will take effect in 2019.

According to the California Department of Education, there are over 10,000 schools in California, of which around 300 are nonpublic nonsectarian schools. It is unclear how many of these schools have parking lots or the infrastructure necessary to accommodate electric vehicle charging equipment.

## ANALYSIS

This bill:

- 1) Requires a large electrical corporation to file with CPUC a program proposal for the installation of electrical grid integrated level-two charging stations at school facilities, by July 30, 2018.
- 2) Defines a "large electrical corporation" as an electrical corporation with 100,000 or more service connections in California. Specifies that an electrical corporation with less than 100,000 service connections in California may file with CPUC a program proposal for the installation of electrical grid integrated level-two charging stations at school facilities.
- 3) Defines "school facility" to mean owned or leased improved real property used for the purpose of the private or public education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, or in any combination thereof, or any other facility of a school district or county office of education where specified

activities are provided, but does not include any private school in which education is conducted primarily in private homes.

- 4) Requires California Public Utilities Commission (CPUC) to review and approve, or modify and approve, the specified program proposal filed by the large electrical corporation, by December 31, 2018.
- 5) Specifies that a school district, county office of education, or private school choosing to participate in the specified program has the authority to establish guidelines for use of the specified charging stations, which may include use by faculty, students, and parents, before, during, and after school hours at those times that the school facilities are operated for purposes of providing education or school-related activities, including, but not limited to, parent-teacher conferences, clubs, theater, and athletic events, and by any other persons present for those activities and events.
- 6) Requires the large electrical corporation to install, own, operate, and maintain the charging equipment, as specified.
- 7) Requires the approved program to include a reasonable mechanism for cost recovery by the large electrical corporation.
- 8) Requires schools receiving charging stations pursuant to the approved program to participate in a time-variant rate approved by CPUC.
- 9) Requires the large electrical corporation to prioritize schools in disadvantaged communities, as defined.

## STAFF COMMENTS

- 1) ***Need for the bill.*** According to the author, "Given that the transportation sector represents a significant percentage of California's Greenhouse Gas Emissions and that these emissions result in serious health issues with many Californians, we have led the nation with our policies, investments, and our ambitious goal of 1.5 million [zero emissions vehicles] (ZEV) on our roads by the year 2025. Our policies have driven investments in technologies which have made owning a ZEV a reality for many Californians. Unfortunately, there are still barriers to consumers for the adoption of ZEVs including cost, financing, and range anxiety as a result of a lack of an adequate charging network. AB 1082 is a critical piece for lessening consumers' concerns over range anxiety."
- 2) ***Fiscal impact.*** According to the Assembly Appropriations Committee, this bill would have increased annual ongoing administrative CPUC costs of \$360,000 and one-time administrative costs of \$200,000. In addition, this bill requires the investor-owned-utilities (IOUs) to submit applications by July 30, 2018, and for CPUC to open a proceeding, review, and approve the applications, to install electric vehicle charging infrastructure and charging stations at school facilities within five months. The CPUC is currently reviewing nearly \$1 billion in proposals for transportation electrification projects filed to meet the requirements

of SB 350 (de León), Chapter 457, Statutes of 2015. The SB 350 proceeding is expected to last into 2018, so additional staff is necessary to implement this bill.

- 3) ***Double-referral.*** This bill was heard in the Senate Energy, Utilities and Communications Committee on July 10, 2017.

**SUPPORT**

American Lung Association of California  
Association of Global Automakers  
Boys & Girls Club of Greater San Diego  
California Electric Transportation Coalition  
California Greenworks  
California State Association of Electrical Workers  
California State Pipe Trades Council  
Classroom of the Future Foundation  
Charge Ahead California Campaign  
Coalition of California Utility Employees  
Ford Motor Company  
Metropolitan Area Advisory Committee  
Plug In America  
San Diego Gas & Electric  
Southern California Edison  
Western States Council of Sheet Metal Workers

**OPPOSITION**

None received

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